

The Hongkong Telegraph.

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MONDAY, MAY 16, 1904.

一月

號六十月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,320,000

Head Office, YOKOHAMA.

Branches and Agencies, KOBE, LONDON, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, TIENSIN, PEKING.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD. PARKS' BANK, LTD. THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED: On Current Account at the rate of 2 per cent per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI, Manager.

Hongkong, 11th March, 1904.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$ 6,500,000

RESERVE OF PROPORTION: \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. DICKSON, N. A. Siebs, Esq.

E. Goets, Esq. H. W. Slade, Esq.

A. Haupt, Esq. C. A. Tomes, Esq.

H. Schubart, Esq. E. S. Wheeler, Esq.

E. Shellim, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH.

MANAGER: Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent per Annum.

For 6 months, 3 per cent per Annum.

For 12 months, 4 per cent per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 20th February, 1904.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent, per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent, per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000

Paid up Capital \$ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. J. Focke, Esq.

Creasy Ewens, Esq. G. C. Moxon, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5½ %

Hongkong, 4th February, 1904.

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tsingtao (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 12th April, 1904.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD \$7,992,173.37—about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED

GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

London Office: THREADNEEDLE HOUSE, E.C.

BRANCHES AT SAN FRANCISCO, WASHINGTON,

MEXICO, MANILA, SHANGHAI, SINGA-

PORE, YOKOHAMA, BOMBAY,

CALCUTTA

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL

BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,

COMPTOIR NATIONAL D'ESCOMpte

DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:

20, DES VIEUX ROAD CENTRAL,

CHARLES R. SCOTT,

Manager.

Hongkong, 14th December, 1903.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL \$100,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies,

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above Branches, and Sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advanced made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

½ per Annum Fixed Deposits for 3 months.

4 " " 6 "

5 " " 12 "

6 " " 18 "

E. W. RUTTER,

Manager.

Hongkong, 12th August, 1903.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA:

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$100,000,000

RESERVE LIABILITY OF SHAREHOLDERS \$80,000,000

RESERVE FUND \$725,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF A PER CENT, PER ANNUM ON THE DAILY BALANCES.

ON Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3 " 2 "

T. P. COCHRANE,

Manager.

Hongkong, 24th December, 1903.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902.

TRADE MARK.

ASK FOR
CLUB WHISKY
AND SEE YOU GET IT.
ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED.
EDINBURGH.
THE LARGEST DISTILLERS IN THE WORLD.
Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD, CENTRAL

Hongkong, 15th April, 1904.

Mails.

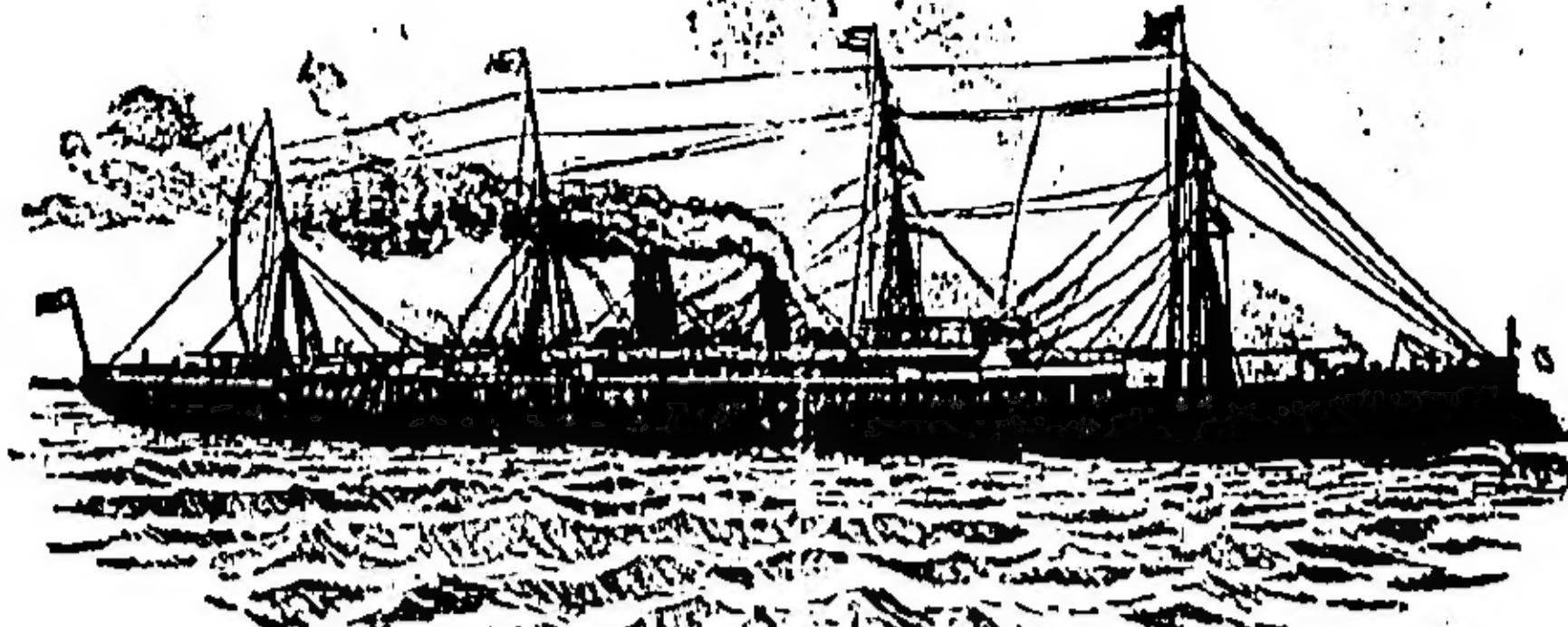
PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI AND KOBE.	CEYLON, C. F. Lockstone, R.N.R.	About 20th May	Freight and Passage.
LONDON, &c.	CHIUSAN, W. B. Palmer, R.N.R.	May 21st, Noon	See Special Advertisement.
SHANGHAI.	COROMANDEL, C. R. Longden	About 21st May	Freight and Passage.
LONDON AND ANTWERP			

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	WEDNESDAY, 25th May, at Daylight
"GAELIC"	4,205	SATURDAY, 4th June, at Noon
"MONGOLIA"	"	THURSDAY, 16th June, at Noon
"CHINA"	5,060	TUESDAY, 28th June, at Noon
"DORIC"	4,784	SATURDAY, 9th July, at Noon
"SIBERIA"	11,284	THURSDAY, 21st July, at Noon
"COPTIC"	4,352	TUESDAY, 2nd August, at Noon

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 25th May, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

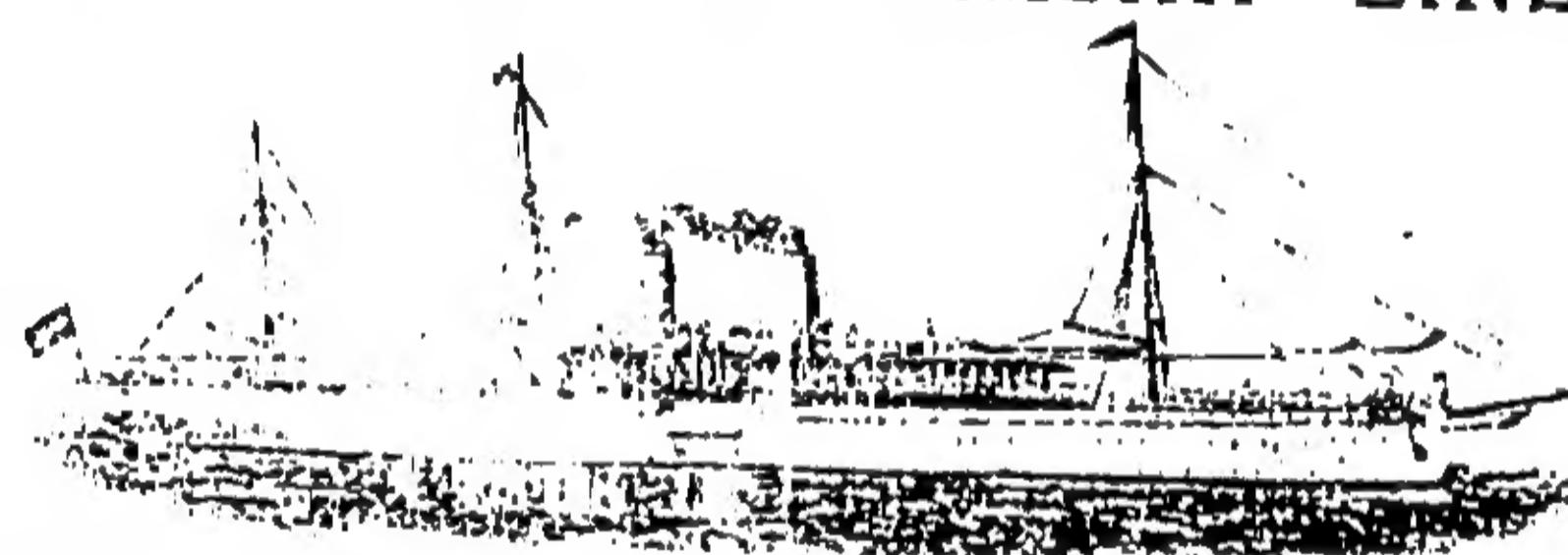
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door sports throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 12th May, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 1435 Tons. SATURDAY, 21st May.

"EMPERESS OF CHINA" 6,000 WEDNESDAY, 1st June.

"EMPERESS OF INDIA" 6,000 WEDNESDAY, 22nd June.

"EMPERESS OF JAPAN" 6,000 WEDNESDAY, 13th July.

"ATHENIAN" 2,440 WEDNESDAY, July 20th.

"EMPERESS OF CHINA" 6,000 WEDNESDAY, 3rd August.

Hongkong to London, 1st Class, £12 St. Lawrence £60. Vid New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 12th May, 1904.

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

THE HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRAUDAMPFER DIENST.

(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

MARBURG HAVRE, BREMEN and HAMBURG. 17th May. Freight.

Stettin (Calling at SINGAPORE and PENANG). 17th May. Freight.

STRASBURG HAVRE and HAMBURG. 31st May. Freight and Passengers.

Minden (Calling at SINGAPORE and COLOMBO). 31st May. Freight and Passengers.

SEGOVIA HAVRE and HAMBURG. 14th June. Freight.

Fürth (Calling at SINGAPORE and PENANG). 14th June. Freight.

NURNBERG HAVRE and HAMBURG. 28th June. Freight.

Jaburg (Calling at SINGAPORE and COLOMBO). 28th June. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 13th May, 1904.

TSU FAN DENTIST.
PRICE MODERATE. CONSULTATION FREE.

Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 1st January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.
DR. M. H. CHAUN,
27, DES VŒUX ROAD CENTRAL, HONGKONG,
Hongkong, 1st January, 1904.

27, DES VŒUX ROAD CENTRAL, HONGKONG,
Hongkong, 1st January, 1904.

27, DES VŒUX ROAD CENTRAL, HONGKONG,
Hongkong, 1st January, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons, Captain R. D. Thomas.
" " " 2,338 " " G. F. Morrison, R.N.R.

" " " 2,260 " " W. A. Valentine.

" " " 3,073 " " B. Branch.

" " " 2,860 " " J. J. Losius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain J. Wilcox.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, BANK BUILDINGS, QUEEN'S ROAD CENTRAL, OPPOSITE THE HONGKONG HOTEL

OR OF BUTTERFIELD & SWIRE,

AGENTS, CHINA NAVIGATION CO., LTD.

Hongkong, 12th May, 1904.

[13]

JAVA-CHINA-JAPAN LIN.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL'S STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer. From Expected on or about Will fare for On or about

TJIPANAS ... JAVA PORTS First half of JUNE SHANGHAI & JAPAN First half of JUNE

TJILATJAP ... JAPAN First half of JUNE S'PORE & JAVA PORTS First half of JUNE

TJIMAHI ... JAVA PORTS Second half of JUNE SHANGHAI & JAPAN Second half of JUNE

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE AGENTS.

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201, Hongkong, 10th May, 1904.

[14]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERY FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

C. W. CLARK,
EUROPEAN PHOTOGRAPHER,
Between Queen's Road and Des Vœux Road.

MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1904.

[44]



MR. N. LA

Intimations.

THE
ROBINSON
PIANO
Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALY
FINE
SAMPLES
OF
UPRIGHT PIANOSRACHALS,
STUART,
&c., &c., &c.,

— AND —

BABY-GRANDS,
BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [59]

SPECIAL OLD TOM GUN.
Marshall and
Elvy'sDOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Voeux Road.

Hongkong, 11th May, 1904. [608]

SEE THAT YOU GET GOOD BREAD
ON YOUR TABLE.

M. R. H. RUTTONJEE is prepared to
DELIVER BREAD in HONGKONG
and KOWLOON. The Sanitary arrangements
are as nearly perfect as possible, and the work
is under constant foreign supervision only.

THE BEST FLOUR IS USED.

BROWN BREAD made from the well-known Graham flour. A speciality.

Special rates to Hotels, Messes, Clubs,
Boarding Houses, and large consumers.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
or

36 to 38, Elgin Road, Kowloon.

Hongkong, 10th May, 1904. [72]

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE
Hongkong, 15th September, 1903. [1]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

Now in a position, in his New and Com-
modious Premises, to eclipse, as a professional
PHOTOGRAPHIC ART PRACTICE,
is the Colony or in any part of the Far East.

GROUPS and VIEWS.

SPECIALY

Hongkong, 1st September, 1904. [1]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 19th May, 1904, at 10.30 A.M., at
MESSRS. DODWELL & CO., LTD. Godowns,
Wanchai,

A GREAT ASSORTMENT OF STORES,
Comprising—

PAINTS, ROPE, PACKING, ENGINE
and DECK STORES, STEERAGE BEDS
and FITTINGS, COPPER, IRON, ELECTRIC LAMPS and GLOBES, LIFE RAFTS,
BOAT COMPASS, LIFE BELTS, 120
SOUNDING MACHINE TUBES (Sir WM.
THOMSON'S Patent),

&c., &c., &c.;

Also

A Great Quantity of CROCKERY, GLASS
and ELECTRO-PLATED WARE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 14th May, 1904. [617]

WEI-HAI-WEI.

TO THE EDITOR OF "THE TIMES."

Sir,—As both my opinion and that of my respected chief, Sir Edward Seymour, on the subject of Wei-hai-wei have been publicly quoted in the House of Lords, there can be no impropriety in reminding your readers of what those opinions were three years ago, and what (so far as I know) they still are. For, although I have no authority to express Sir Edward Seymour's present views, I have not the least fear of mis-representing him. Sir Edward Seymour is at present serving on full pay, and is therefore not permitted to publish his opinions, but as I am not under that restriction I have no hesitation in saying that our opinion—formed on the spot—was adverse to holding Wei-hai-wei in an absolutely unfortified condition. We thought that the decision to keep the British flag flying on the island, even if we only called it a station and a watering-place, but with a certain amount of coal, oilier stores, hospital, playgrounds, &c., within 90 miles of Port Arthur, but without a single gun mounted to protect the place even against a cruiser raid, was to create a strategically false position, as the admiral in command of the station would either have to haul down the flag, destroy the stores, embark the sick, and cut and run, on the first threat of war, or else he would have to tie his squadron to the place to protect it. And even when we were told by our official naval strategists that the situation was in accordance with the "higher policy of defence," we remained unconvinced. I am still unconvinced. I do not know about Sir Edward.

I am glad to see, in *The Times* of to-day, that Sir Edmund Fremantle, who was for three years Commander-in-Chief on the China Station, agrees that our policy with regard to Wei-hai-wei "has been casual in the extreme"; and your Special Correspondent now on the spot seems to be very much of the same opinion.

Sir Spencer Walpole quotes Sir James Hope's opinion on the worthlessness of Chifu and Wei-hai-wei.

Chifu is out of the question, as it is now a treaty port. Since Sir James Hope visited Wei-hai-wei 44 years ago the conditions have so changed as to render his opinion at that time irrelevant to the present. The harbour has been deepened, and the water question has been solved. Your Special Correspondent is right in saying that in Wei-hai-wei we possess the finest harbour in the Yellow Sea, for that is so, not only actually, but still more so potentially; for if you want to make an extra berth for a battleship at Wei-hai-wei you have to dredge out about 3ft. of mud over a given area, and if you want to increase the accommodation of Port Arthur to the same extent you must dig out 30ft. of the same material, or anything else there may be underneath it, as the available area is mostly dry at low water.

Any comparison between Wei-hai-wei and Port Arthur is as the Guildhall to a rat-trap.

I do not know whether your Special Correspondent will agree with me, but my idea of the proper policy to be pursued with regard to Wei-hai-wei may be summed up in three words—Fortify or quit.

Your obedient servant,
C. C. PENROSE FITZGERALD, Vice-Admiral.
March 25.

TO THE EDITOR OF "THE TIMES."

Sir,—It requires some temerity on the part of a mere civilian to call in question the opinion of so high an authority as Sir Edmund Fremantle on the policy to be pursued by this country in respect of Wei-hai-wei. Nevertheless, I make bold to do so, because I can appeal to an equally high authority—that of Admiral Sir Cyprian Bridge, now, or until a few days ago, the Commander-in-Chief on the China Station. On February 19, 1903, *The Times* commented in a leading article on a paper read by Admiral Bridge before the Hongkong United Service Institution on "The Supply and Communications of a Fleet" and remarked that this paper might "perhaps be regarded as the Commander-in-Chief's 'apology' for the advice he is known to have tendered to the Admiralty last year, to the effect that Wei-hai-wei should no longer be organized as a secondary base for the supply of stores, ammunition, and coal to British warships in the northern waters of China." Thus a policy which Sir Edmund Fremantle denounces as "casual in the extreme," which he describes as leaving the question open whether should continue to hold Wei-hai-wei or not, is apparently regarded as the wisest policy which this country can pursue by not the least distinguished of Sir Edmund's successors in the command-in-chief in China, by a man whom *The Times* described as "entitled to speak on such a subject with the high authority which belongs to intimate local knowledge, to wide naval experience, and to a strategic insight and historic grasp which place him in the very front rank of living writers on the teachings of naval history and the principles of naval strategy." If, then, appeal is made to naval authority, I think we may place that of Cyprian Bridge against that of Sir Edmund Fremantle, and I am the more emboldened to do so because Sir Cyprian Bridge is not at present in this country nor in a position to speak for himself.

Sir, the policy now adopted by the Admiralty in respect to Wei-hai-wei is not a casual policy, although to those who think with Sir Edmund Fremantle and with your Special Correspondent in the Far East it may appear to be an unwise and short-sighted policy. It has been adopted after full consideration—as was shown in the debates in Parliament some two years ago—and after some *willitis* had for a time been manifested in the direction of the alternative policy preferred by Admiral Fremantle and your Correspondent. The latter complains that we are indifferent enough to leave Wei-hai-wei unprotected. By unprotected he means, I presume, unfurnished, because he goes on to say that "it is a sad spectacle to see the half-completed fortifications and the crumbling embrasures." So far from regarding this as a sad spectacle—except as the painful record of a mistaken policy now happily abandoned—I venture to affirm that it is a most encouraging spectacle, because it furnishes a most instructive example of the deliberate abandonment of a policy of defence that was heedless, wasteful, and utterly mischievous and deliberate in its place of the only policy that is worthy of a Power which intends to be supreme at sea in all probable contingencies of naval conflict.

Surely it is only in the sense that it is not fortified that Wei-hai-wei can be said to be unprotected. In every other sense it is protected directly by the British naval force in Chinese waters, and in the last resort by the whole force of the British Navy. If that force is not sufficient to protect it, for what purpose should we fortify it; so long as the British Fleet is efficient. Wei-hai-wei cannot be attacked from the sea, and we need only keep the flag flying there and maintain there such modest establishments as may conduce to its efficiency as a contingent base of supply; though, as Admiral Bridge has shown, by no means an indispensable, nor, in all circumstances, even a convenient base of supply—for a fleet operating in the Yellow Sea. On the other hand, no Power except China can assault it by land without first crossing the sea, and since, on the only hypothesis worth considering, we are to be supreme at sea it follows that no Power except China can attack it by land at all. Yet I hardly think any one would seriously

urge that we should go to the enormous expense of rendering Wei-hai-wei an impregnable fortress lest perchance China should attack it. Of course, if we were overthrown by attack at sea, its fortifications would be worthless to us, whatever their value might be to the Power which had overthrown us. But as in that case we should sooner or later lose Gibraltar, Malta, Aden, Colombo, Singapore, and Hongkong, it seems absurd to be solicitous about Wei-hai-wei, the last and least important link in the chain of our naval bases stretching out to the Far East.

In point of that there appear to be only two policies worth considering—(1) that of keeping Wei-hai-wei as a contingent naval base in the sense defined above—rather, in the language of Sir Cyprian Bridge, as a possible "flying base" than as a permanent secondary base; and (2) that of developing it as a fully equipped secondary base, with costly establishment, costly docks, costly defences, and a garrison which would constitute a large and permanent drain on our limited military resources. As no one has seriously advocated the latter policy, it will perhaps be time to consider it seriously when it is so advocated. For the former policy, which is that deliberately adopted by the Admiralty, nothing more is required than to keep the flag flying at Wei-hai-wei. It will always be protected by the Fleet in time of war so long as it is found worth protecting, and, if the experience of war should show that it is not worth protecting, it can be abandoned without discredit. In these premises what possible purpose can be fulfilled by rendering the place impregnable, or even by fortifying it at all? It is neither expedient nor even practicable, as Admiral Bridge has shown, to accumulate vast stores there, nor would it be politic to do so even if it were practicable. The stores accumulated there might be found to be in the wrong place in this or that contingency of war, and, even if in contingencies Wei-hai-wei were found to be the right place, the stores required could always be sent there so long as we held the seas. On the other hand, if we failed to hold the seas, not all the fortifications which gods, men, and engineers could devise would save the place from capture in the long run. Port Arthur and Vladivostok have been fortified at great cost and heavily garrisoned. Suppose, instead of spending the money on bricklaying, Russia had devoted it to such an increase of her naval power in Far Eastern waters as would have given her undisputed command of the area of maritime conflict with Japan. Is it not certain that in such a case no Japanese sailor or soldier would ever even set eyes on Port Arthur or Vladivostok, still less have been in a position to attack and possibly to capture them? As matters stand, is it by any means certain that both fortresses—impregnable as they may be to direct assault—will not fall into Japan's hands, their final possession being determined not by their local strength, but by the general fortune of war on sea and land? At any rate, when we are asked to fortify Wei-hai-wei, let us at least be told why we are to fortify it and for what purpose. The purpose for which it is held by the Admiralty—that of a possible "flying base"—seems to require no fortification at all. The Fleet defends it, just as it would defend any other "flying base." If the Fleet cannot defend it, it is of no more use or interest to us than fortified, it canals in Mars. If, then, it is to be fortified, it must be for some purposes other than those contemplated by the Admiralty. What are they?

I am, Sir, your obedient servant,

J. R. T.

ROYAL MEMORY.

LORD ROBERTS AND THE PENSIONERS.

Lord Roberts has what is sometimes called a "Royal" Memory—the gift of always remembering faces—and his great popularity is due in part to this, and to his good-natured pleasure in conversing with even the humblest of his comrades-in-arms. When visiting Scotland, some little time ago, he recognized an old warrior from the ranks, Sergeant Mackenzie, late Royal Artillery, and made the old man happy when Field Marshal and ex-Non-Commissioned Officer up old times and "fought their battles o'er again."

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"MARINERW." Hongkong, 3rd May, 1904.

NOTICE
All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.
On the 7th May, at 7, Minghong Terrace, Shanghai, the wife of ERNEST E. GREV, of a daughter.

MARRIAGES.

At St. Andrew's Cathedral, Singapore, on 7th May, by the Right Rev. G. F. Hose, M.A., LL.D., and D.D., the Bishop of Singapore and Sarawak, assisted by the Venerable Archdeacon, W. H. C. Dunkerley, M.A., Colonial Chaplain, WILFRID NOEL, fourth son of the Rev. Frederic C. Key, Vicar of Weare, Somerset, to MAUD CONSTANCE, youngest daughter of Mr. and Mrs. H. Abrams, of "The Castle," Singapore.

On the 5th April, at St. John's Church, Reading, England, by the Rev. Canon Colson, assisted by the Rev. C. Tanner, Charles Edward Cornford, of Shaohsing, China, to Helen Mary Biskersteth Clayton, of Shaohsing, China, eldest daughter of the Rev. W. Clayton, of Reading, England.

On the 10th May, at the Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, A. L. Mandie Short of Sherbrooke, Canada, to M. D. J. Brady, Tientsin.

DEATHS.

April 8, at 67, St. Helena's road, Hastings, Jane B. Broadbent (née Bliss), wife of JAMES F. BROADBENT.

On the 7th May, at "Inverlochy," Scotts Road, Singapore, the infant daughter of Mr. and Mrs. A. E. MSLIE BENZIE, aged five days.

On the 7th May, at No. 5 Devonshire Road, Singapore, Capt. A. S. BUSK, President Singapore Merchant Service Guild, aged 53.

On the 8th May, at his residence, No. 91, Yangtsepo Road, Shanghai, MATTHEW MURTE, in his 54th year.

THE Pinang Gazette understands, with reference to the demand for Chinese to emigrate to the Transvaal, that the Straits Government is considerably exercised over the prospect of a drain being put on what is even a far from adequate supply of labour from the Colony and the F.M.S. It is said that the Singapore authorities have been asked to expend a large sum on providing free passages.

LOUIS Levy, the Orpheum manager, is expected to arrive from Hongkong on Friday, says the *Cablenews*. He has visited Shanghai and Hongkong, and secured buildings at both places which he will open vaudeville shows. The location secured in Hongkong is opposite the Hongkong Hotel in the vicinity of the Post Office and is considered the best location in that city.

A PEKING dispatch reports that Marshal Su, lately Provincial Commander-in-Chief of Kwangsi, who since being denounced last winter by Viceroy Ts'en Ch'un-hsun of Canton, has been lying in the prison of the Board of Punishments awaiting either execution or banishment, is to be sent to the military post-roads of Chinese Turkestan next month, where he will have to work out his sentence as a convict labourer for the next fifteen years.

As to the future of gold mining in Negri Sembilan, Mr. G. Hughes, the Assistant Warden of Mines of that State, reports that he has great hopes that shortly a payable gold-mine will be found in that quarter.

AMONG those who accepted invitations to the annual dinner of the Royal Colonial Institute at the Whitehall Rooms on 29th ult., at which Mr. Lyttelton, M.P., was to preside, was Major Sir Matthew Nathan, Governor of Hongkong.

THE *Gazette* announces that the King has been graciously pleased to appoint Tom Fennell Carlisle, Esq., to be His Majesty's Consul for French Indo-China, to reside at Hanoi. This is a new post, the only British Consular official hitherto in French Indo-China being the Consul at Saigon.

THE death is announced of Captain Andrew Sherwell Busk, President of the Singapore Merchant Service Guild, and a well-known figure in local sealing circles. Captain Busk seemed in the best of health a week prior to his demise, but on the 10th inst. a bloodvessel in his brain was ruptured, causing partial paralysis.

WHEN the C. P. R. steamer *Athenian*, en route for Vancouver, arrived in Kobe on 7th inst., the medical inspection resulted in the discovery of a case of small-pox. The patient was a Chinaman. He was at once taken on shore, where he succumbed to the disease. The *Athenian* was disinfected and proceeded on her voyage.

CAITAINS of vessels trading to the North will be interested to learn that Admiral Togo reported the other day to Commodore Sah of the Peiying Squadron that he had picked up many mines between Dalny and Taloutao at the head of Korea Bay. According to private letter he found no less than 460 which are supposed to have drifted from Port Arthur.

G. T. ODLUM, lately secretary to Capt. Meade of the Canton-Hankow Railway Co., who was recently arrested and tried at Canton and sentenced to 2½ years' imprisonment for embezzlement, has arrived at Shanghai and is now in the U.S. Consular gaol where he will probably serve out his sentence. He may however be sent to the United States, as the present quarters are not exactly suited for long term prisoners.

IT is believed that a well-known Russian Lieutenant, Nicholas Kravtchko, went down in the *Petrovopolousk*.

PREPARATIONS are being made to refloat the *Goyo Maru*, sunk by the Russians in four fathoms at Gensang.

SEVEN cases more of plague are recorded for the past forty-eight hours. All were Chinese and terminated fatally.

THE hill Enarayama in Noto province subsided 1,200 feet on the 28th ult., destroying a stone house, two barns, and two fences.

THE steamer *Silka*, carrying coal from Dalny, which the Russians appear to have abandoned, to Port Arthur, struck a mine outside the harbour and sank.

THE Russian steamer *Europe*, formerly the *Alexander Michailoitch*, which was to be used as a hospital ship, was run into by another steamer and sunk at Port Arthur.

Twenty-one dollars out of the poor box were awarded by Mr. Kemp to Ethel Kat Chi, the deserted Australian wife of Tan Kat Chi, whose case was reported in these columns on Saturday.

THE N.P. strs. *Victoria*, *Tacoma* and *Olympia*, purchased by the Eastern Siberia Company, nominally for the Alaskan trade, are believed to have been bought to carry supplies to the Russian army in Eastern Siberia.

IN a paragraph about Russia's threat to shoot press correspondents using wireless telegraphy, the *China Times* says:—It would certainly be a pity to shoot newspaper correspondents when so many of them deserve to be hanged.

WE learn that the watch presented to Sergeant O'Sullivan on Friday, was the "May Memorial Prize," and not the Governor's annual award. This was in accordance with the arrangement made by H.E. Mr. F. H. May, C.M.G., when Captain Superintendent of Police.

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AT the Theatre this evening the Dallas Company present the interesting little play, *Kitty Gray*. The piece was well-received in Shanghai, and in referring to it a Northern contemporary says it is not a haphazard music-hall show, but a play. There are half a score of songs that haunt one afterwards; some excellent feeling; dancing graceful and whimsical; and some genuine acting. Unlike most musical comedies *Kitty Gray* has a strain of pathos in it, and it gains in dignity thereby.

WE much regret to hear that Mr. J. J. Keswick has met with a very serious carriage accident in Scotland. Mr. Keswick was driving a spirited horse in a dogcart in company with Mr. J. J. Keswick. The latter had just alighted when the horse took fright at some thing, and bolted towards the stables. Mr. Keswick, to avoid what looked like a worse accident, succeeded in turning the horse aside into a hedge, which, however, included an iron fence. Against this the cart-struck, and he was pitched against and over it, breaking his right leg in two places, both above and below the knee, and moving the knee-cap, whilst the left leg was dislocated. We are glad to know Mr. Keswick is making excellent progress, and that from the first everything has gone well.—*L. & C. Express*.

MYSTERIOUS SHOOTING AFFAIR.

On Saturday night mysterious shooting affair took place at the entrance to the Cosmopolitan Dock, when it was alleged that Tan Wong was shot in the right eye by Kala Singh, a watchman at the Dock. Kala Singh states that Tan Wong asked him to show him his revolver. He refused, saying it was against the regulations. He asserts that Tan Wong then took hold of the revolver and after examining it, returned it to Kala Singh, asking him to fire it. The latter, "not knowing it was loaded," fired it, and the bullet struck Tan at the side of the right eye. He fell down unconscious, and was removed to hospital. Kala Singh was charged with causing grievous bodily harm, but the latter, on regaining consciousness, said it was a pure accident, but refused to give any explanation of the occurrence. The case was called on this morning at the Police Court, Inspector D. MacDonald being in charge, and it was remanded on account of the inability of Tan Wong to appear.

ACCIDENT TO THE STEAMSHIP
"MONMOUTHSHIRE."

A NARROW ESCAPE.

As already reported by wire in these columns, the Shire Line steamer *Monmouthshire*, which left Yokohama, for Karatsu, on April 29th, at 10 a.m., has been on shore. She is badly damaged and will be in dock for some time, but so far as is known her condition is not one-tenth as serious as it might have been. For she has undoubtedly had a very narrow escape from total loss, says the *Kobe Herald*. Very general sympathy will be felt for Captain Vyvian in this unfortunate disaster,—the first he has had during twenty-five years' experience at sea as a commander.

The *Monmouthshire*, with a certain number of passengers on board—amongst them three of the children of one of the owners, with their Governess, Miss Hawker—left Yokohama on April 29th. She had very dirty weather all the way down and a thick fog set in as she entered Bungo Channel. That was between 6 and 7 o'clock on Saturday night. The weather cleared up after the channel was entered and this continued until about midnight when it set in thick again. The ship was then slowed down until about 1 a.m., when the fog lifted. Full speed ahead was then ordered, but she had not gone far when it again became necessary to put her under easy speed, a dense fog settling down at a quarter to 2. She was kept at this until 20 past 2, when both the lookout men (two were stationed forward) and the officers on the bridge—Captain Vyvian himself and the 2nd Officer, Mr. A. J. Metcalfe—sighted something through the fog straight ahead. Orders were given at once to reverse the engines and go full speed astern, but promptly though the orders from the bridge were acted upon by the Engineer on watch the ship struck before she had lost way. The ship was going dead slow at the time, and therefore did not strike heavily but went up very quietly. All hands were called. Word was conveyed to the passengers to dress and get on deck; the men were ordered to boat stations and everything made ready for the worst. Mr. Kennedy, the Chief Officer, speaks very highly indeed of the behaviour of the crew—Chinese. The men mustered in response to the bontswain's whistle and fell in ready for emergencies. There was no sign of a panic and little or no excitement. The boats were swung out and lowered to the rail ready to leave the ship's side at a moment's notice. Blankets were got ready for the passengers, but this notwithstanding the little ones—the three children on board range in age from 4 to 10—felt the sharp cold air of the night acutely. Every one speaks in the highest terms of the discipline preserved during this trying time. Captain Vyvian decided to back his ship off if possible, so when everything was seen to be ready for an immediate transfer to the boats if necessary orders were passed to the Engine Room to go full speed astern. After 15 minutes' work the ship came off. By this time the fog had lifted and the position of the ship was seen. She had gone ashore close to the westernmost point of Sada Misaki. A few hundred yards further west and she would have passed clear and unscathed. She was making water and an hour after being refloated had 5 feet of water in No. 1 hold. Captain Vyvian decided to make for Moji, that being the nearest port, and there ascertain where the best docking accommodation could be obtained. Moji was reached safely on the 2nd inst., after a period of intense anxiety. After making full inquiries it was decided to come back to Kobe, where the steamer safely arrived on the 4th inst.

The *Monmouthshire* is now in dry dock at Kawasaki and examination of her bottom shows that she is very badly damaged. Her repairs are likely to occupy two or three weeks. Sada Misaki, the scene of the disaster, is a rocky coast, and, altogether, it may be considered a very fortunate thing that the steamer was so soon and so successfully got off and brought safely into port.

BANKRUPTCY.

SERIOUS ALLEGATIONS.

SITTING at the Supreme Court this afternoon, the Chief Justice, Sir W. M. Goodman, heard the public examination of partners in the Po Fung firm of Chinese bankers, ex parte Ho Tsung Chung—Mr. J. Hastings, Mr. E. A. Bonner and Mr. S. W. Tso appeared on behalf of certain creditors, while Mr. H. W. Looker represented Kong Kam Nam, one of the managing partners. It transpired during a preliminary discussion that it was alleged on behalf of the creditors, the two partners—Kong Kam Nam and Cheung Kai Yu—were fraudulently concealing from the Court the names of other persons, who were rich men and fully capable of paying off the debts of the firm. During the early stages of the examination of Kong Kam Nam, the managing partner, it was stated that the bank was started in 1901, with a capital of \$43,000, of which Cheung Kai Yu contributed \$5,000 and the other debtor the remaining \$38,000. At the date of the receiving order \$140,000 had been advanced on promissory notes and other securities. The debtor denied that there were other partners interested in the bank beside those already disclosed. The examination was adjourned.

THE COMMISSION ON INTERNATIONAL EXCHANGE.

P. J. W. Jenks, who has been in China for some time in the interests of the Commission on International Exchange, and who was recently in Hongkong, returned to the Colony this morning after a visit to Peking where he presented to the Imperial Government the results of the work already accomplished regarding fixity of exchange. He leaves for Canton this evening on a visit to the Viceroy, and will then return to Peking to further conference with the Imperial authorities on the subject of his mission.

ST. JOSEPH'S COLLEGE.

UNVEILING OF FOUNDER'S STATUE.

Yesterday there took place at St. Joseph's College, Robinson Road, the ceremony in connection with the unveiling of the statue of St. Francis de la Salle, the founder of the Society of the Brothers of the Christian Schools.

At 8 a.m. there was pontifical High Mass in the R. C. Cathedral, and at noon dinner was served in a most sumptuous manner in the large hall of the College, which was tastefully decked out for the occasion by the past and present pupils of the school.

At night the unveiling took place, and as soon as the veil fell the illuminations began. The whole of the middle portion of the building was gaily picked out with gas, and the niche which surrounded the statue was ablaze with lights. All the rest of the edifice was outlined with Japanese lamps and, viewed from the harbour, the college presented a grand sight. The garden of the institution was lighted with fancy lamps made by the Filipino pupils and when seen from the second or third storeys of the building would remind one of fairy lands.

At 9 p.m. a grand variety concert was given, the following being the items

THE WAR.

KUANTIENCHENG OCCUPIED BY JAPANESE TROOPS.

The Japanese Consul, Mr. M. Noma, has forwarded to us the following telegram:

Tokio, 14th May,
5.50 p.m.

General Kuroki reports that our detachment occupied Kuantiencheng on the 7th inst. Another infantry detachment pursued on the 11th the enemy's cavalry, retreating from Chiuliencheng and captured two privates and a lieutenant, who is a son of General Honvali.

MORE ABOUT THE EIGHTH ATTACK ON PORT ARTHUR.

The Japanese Fleet did not trouble Port Arthur for several days preceding the 13th (8th April) when seven or eight Japanese warships suddenly approached the Port during the night. The Russian Authorities sent out some ships to engage them. Both fleets fired at each other for a short time with no decisive result.

On the night of the 13th (9th April) at 11 o'clock the Russians quietly sent out six of their warships to engage the Japanese outside of the Harbour, but before they could get near enough, they were noticed by the Japanese who fired on them and they returned the fire.

The engagement lasted for three hours ending in the destruction of five of the Russian warships. If not for the appearance of three or four Russian men-of-war that came out of the Port to save them, the whole of the Russian fleet would have been destroyed. The Russian Admiral and four officers were killed in that battle while the number of marines killed that night is at present unknown. It is said that the Russian Admiral who was killed had been at one time Admiral in the Black Sea. During the time of the Boxer Rebellion in North China over thirty thousand Chinese were driven by him into the sea and drowned, consequently the report of his present death in the hands of the Japanese is heartily welcomed by the Chinese who considered it as a retribution from Heaven.

It is reported that during the battle, the Admiral's flagship was severely damaged, and seeing that the Japanese ships were approaching to capture the ships with all on board, the Admiral jumped overboard and was afterwards saved by a Russian torpedo boat after having swum for about three or four li. The water was rather rough at the time and the Admiral is said to have imbibed a large quantity of sea-water, so that when he arrived at Port Arthur, he was so exhausted and ill that he could not rise from his bed and died the next day.—*Universal Gazette*.

AN OFFICIAL DENIAL.

Colonel Odorodnikoff of the Russian General Staff, Russian Military Agent in North-China, has issued the following:

Tientsin, 3rd May.

It is necessary to contradict altogether the unfounded report, which appeared in Reuter's telegram of 2nd May from London via Bombay about the news reaching Washington, that a great battle had been fought on the Yalu resulting in a complete victory for the Japanese.

As a matter of fact there was only an ordinary engagement of vanguards from our part, which, as on any such occasion, had the purpose of discovering the enemy's strength and the direction of their movement. After this had been successfully carried out our vanguard, having sustained very insignificant losses, drew away to another position, not engaging in any serious action.

On this very occasion the Japanese have done everything in their power to assist our vanguard to discover what was wanted.

On April 30th the Japanese deployed all their artillery (field guns as well as siege caissons) and were firing almost from 10 a.m. till 5 p.m. On the same day they crossed the Yalu river with a much stronger number than was necessary to attack our small detachment. The next morning the Japanese reopened the bombardment, preparing an attack. In the meantime our detachment ceased firing, as the enemy's strength was discovered in a much more appreciable way and degree than we possibly could have hoped for. Any further action was of course quite useless for us.

It is therefore quite evident that the Japanese had an absolutely wrong idea about the strength of our detachment and did not at all understand the object and sense of the action.

And after all that the Japanese had nothing better to do but to assure that the deploy of their artillery was not aimless at all and that they gained a complete victory.

As a matter of fact the false and phantastic reports and inventions of some of the news-papers are not worth any attention.

For instance: How could the Japanese capture 28 guns while we had only 8 in action?

It is rather astonishing how the Japanese Government allows to publish such stories under title of "Official News"!

Full-particulars about the actions on April 30th and 1st of May have been published already according to our official reports signed by Major General Flou.

THE ADVANCE OF THE JAPANESE ARMY.

Chinchou, 9th May.

The Japanese army in Manchuria are advancing in three different divisions; one, holding Entung and Fenghuancheng as military bases, is marching towards the northwest to attack the left of Liaoyang; the other marching from the north of Pultunian, Chinchou, is to attack Yungchincheng, and will then march on towards the north-west to attack the right of Liaoyang. The last division, marching from Soochincheng to occupy Kuantienhsien, is to cut off the rear of Liaoyang, where, in view of its remote distance, the Russians have made very little preparations in the way of defence.

See *War Pac.*

LATEST NEWS FROM CHEFOO.

Chefoo, 9th May.

It might truly be said of the present campaign that so far as newspapers are concerned, it has been a war of lies: every conceivable version has been attached to every event; exaggeration, ignorance, wilful lying, and the official distortion of news described from the most convenient end of the telescope have rendered confusion worse confounded and made all things possible and nothing probable. Unfortunate war correspondents, plying their vocations under conditions rather worse than those applicable to stranded mariners on a desert isle, have to subsist and justify their existence on the unprofitable sifting of flotsam and jetsam blown from unknown sources, the residue of which, even when converted into print, principally consists of rubbish. Accounts by eye-witnesses too, may, in the majority of cases, be largely discounted without injury to Truth, who fled with peace to more congenial climates on the 8th, Feb. last. Sympathy and the prejudice of partisanship necessarily came to the fore in time of war and played havoc with facts. But of one thing—daily becoming more emphasised—there is little doubt of THE UTTER UNREADINESS OF RUSSIA FOR WAR.

The lack of foresight and provision on the part of the British Government at the beginning of the Boer campaign sinks into insignificance compared to the chaotic unpreparedness of Russia on the outbreak of hostilities with Japan. The Philistines were not more astonished than the world when the Japanese David went forth to encounter the Russian Goliath, but, instead of a mountain of brawn and muscle the Japanese, apparently, found a bogey studded with clouds and sawdust. Had Japan thought fits he could have effected an unopposed landing on almost any part of the coast of the Liaotung Peninsula. The whole of the coast line, with the exception of Port Arthur, was

TOTALLY UNDEFENDED,

the only Russian force available being some 400 troops stationed at Takushan, 8,000 at Fenghuancheng and a few in the vicinity of Liaoyang. No serious steps had been taken to defend the passage of the Yalu, the chief obstacle at Newchwang was a half demolished Chinese fort and at their stronghold, Port Arthur, military merrymaking and money-making were the orders of the day.

Practically the only defence was a partly ice bound coast.

At Takushan, where the port is sufficiently free of ice to enable junks to call there the whole year round, it was generally expected by people living in the vicinity that the Japanese would land troops there and threaten the line of communication between Liaoyang and the Yalu. Had a landing been effected at Takushan in the early stages of the war, the probability is that the Russians would not have attempted to dispute the passage of the Yalu, since all munitions, provisions and fodder have to be sent to the latter place from Liaoyang over bad roads by native carts, entailing a journey of four and a half days.

WAITING TO BLOCK PORT ARTHUR.

The Japanese, however, have very wisely refrained from invading the Peninsula until the Russian fleet has been satisfactorily accounted for; it being quite evident from the repeated attempts made to block Port Arthur, that Japan's main object just now is to prevent any possibility of the Baltic and Asiatic fleets uniting. If the Japanese succeed in annihilating or locking up the Port Arthur fleet, they will then be in a position to devote their entire naval strength against the Baltic Squadron in the event of the latter coming East. Possibly they may go to meet them, forcing the Russian ships to fight portles and depleted of coal.

FOREIGN REFUGEES

just arrived from Fenghuancheng, report that since the commencement of the war the price of everything has risen enormously in the district in which they were stationed; in fact the only articles of food obtainable at Fenghuancheng were rice and eggs, and occasionally a fowl—drought, bad crops and war have practically denuded the county of foodstuff. As an instance of enhanced prices, they mentioned that in ordinary times the hire of a cart for the three days' journey from Fenghuancheng to Liaoyang is \$15, whereas last week they were forced to pay \$75. They state that the roads are bad and transit slow. Since the beginning of the war the Russians have employed large numbers of men in

RECONSTRUCTING THE ROAD

from Liaoyang to Fenghuancheng, over which a constant succession of troops, guns, and wagons containing provisions and munitions of war have been wending their way towards the Yalu during the last two months.

Directly hostilities commenced that 800 troops stationed at Fenghuancheng were despatched to the Yalu, where the construction of forts and entrenchments were commenced in feverish haste. The refugees, who have lived years in the country, state that no attempt has been made to fortify Fenghuancheng, and that if the Russians are driven from the Yalu they have no second line of defence, and will have to fall back upon Liaoyang.

Speaking of the Russian troops, my informants expressed high admiration of the Cossacks, but thought that they were likely to be greatly handicapped by want of fodder for their horses, the country in the neighbourhood of the Yalu and Fenghuancheng being unproductive of grass or material which could be utilised for horse food. As regards the Russian infantry, many of them appeared to be dispirited and lacked enthusiasm over the war. The bare percentage of Jews serving at the front was also noticeable.

THE CHINESE.

In reply to my inquiry as to whether the war had had appreciable effect upon the Chinese population, I was told that although many had sought safety in flight, others were being attracted into the country owing to the induce-ment of good pay and the better treatment inter-ally accorded to them by the Russians, who had no desire, just at present, to increase their difficulties creating a hostile population. My

informants added that they had received every consideration and courtesy from the Russians during their journey through the country; they had heard from Russian sources, but could not vouch for the statement that General Kuropatkin was proceeding to the Yalu to take command of the forces there.

PORT ARTHUR.

In the course of an interview with a gentleman who left Port Arthur last Friday, I was informed that there was no truth in the statement lately published to the effect that a number of submarine boats had arrived at Port Arthur and were "working admirably." Up to the time of leaving on the 29th ulto, no such boats were to hand. It was true that several hundred naval artisans arrived by rail, and were busy doctoring up the damaged warships.

Regarding the various bombardments of Port Arthur, a great number of

AISURD VARNIS

had been published and outside newspaper accounts constituted one of the chief sources of amusement at Port Arthur. On the 10th March the Japanese fired some two hundred shells in the port but very few houses were damaged. On the 13th ulto, the two hours' bombardment resulted in three Chinese being killed, the majority of the shells falling on the hills away from the town.

FOOD WAS PLENTIFUL.

A good dinner could be obtained for \$1.25 and a large bottle of beer for the equivalent of 75 cents.

Fresh meat and cattle arrived daily by train from Harbin. During the past fortnight 3,000 head of cattle had arrived and he estimated that the Russian authorities and contractors at Port Arthur have now over 8,000 head of cattle in reserve for future emergencies.

There were four Government contractors who had their godowns crammed with all sorts of provisions, and he thought that so far as food was concerned the Russians at Arthur were in a position to stand a year's siege with equanimity. The number of troops did not amount to more than 5,000 while the foreign civil community numbered about 500.

The amusements of the town went on just as usual, the military band gave a public performance three times a week, and the cafes were in full swing from morning till night.

My friend concluded by stating that he had so little fear of a siege or future bombardments that he intended returning within the next week or two to carry on his business at Port Arthur. I am afraid he does not know what pushing little follows the Japanese are, and that when he returns in a fortnight he might find his house occupied by Japanese.—*Shanghai Mercury*.

The following items are from the *N. C. D. News*:

Tokio, 10th May.—The Imperial Ordinance regarding the loan has been gazetted. The leading Japanese journals welcome it as a financial coup, while regretting the hypothecation of the Customs as security. Parr's Bank, London, and Kuhn, Loeb & Co., New York, each take half the loan.

The Russian troops that retreated from Fenghuancheng are collecting at Motienling Pass on the road to Liaoyang.

General Kuropatkin's troops from Liaoyang are also moving down to that point, and it will probably be the scene of a serious engagement. The Russian troops evacuating Newchwang are concentrating in the direction of Liaoyang.

Cores in Russian pay in North Hamyang province have cut off the Japanese military wires.

Three hundred Russians taken prisoners in the Yalu operations have arrived in Japan.

Tokio, 11th May.—Admiral Togo reports that explosions are being continually heard from Port Arthur, apropos of which it may be mentioned that it is privately understood that the Russians are destroying the remnants of their men-of-war.

The Port Arthur squadron under Admiral Stark when the war broke out comprised seven battleships, the *Tsarevitch*, *Perseveri*, *Petrovskiy*, *Pobeda*, *Poltava*, *Retwizan*, and *Nestastopol*; two first-class cruisers, the *Ashold* and *Bayan*; four second-class cruisers, the *Rayarin*, *Diana*, *Novik*, and *Pallada*, and a large number of smaller vessels; and all these, including the first-class cruiser *Varyag* and the gunboat *Korets*, have been put out of action since the war began without the loss of a single Japanese man-of-war.

Asked as to the number of Japanese officers engaged in the same work, these officers answered that they did not know but there were a great many.

General Kuropatkin expressed admiration of the officers' courage in face of death. The names of these officers are Yokogawa Sezo, and Oki Teisuke.—*Mainichi*.

In the course of the trial they said calmly:—

"We are officers of the Japanese Army." Questioned why they had ventured into the country, they said bravely:—"We came here to destroy Russian railways and telegraphic communications. As officers we cannot tell you where we came from, and you need not ask the question. We simply await your proper decision."

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Shipping Steamers.

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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

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GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

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"GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 17th May.
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LONDON & ANTWERP	"DEUCALION"	On 7th June.
"GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 20th June.
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S.S. "AGAMEMNON" from Pacific Coast via Japan is due here on 21st inst. from Moji.		
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SHANGHAI	"TIENTSIN"	18th "
MANILA	"KAIFONG"	18th "
SWATOW, CHEFOO and TIENSIN	"KANSU"	18th "
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Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st May, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th May, at 10 A.M.
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For Freight or Passage, apply to

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"ARAGONIA"	5,198	Schuldt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th, "
"NICOMEDIA"	4,370	Wagner	August 14th, "
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1st Class, \$3.00 for Single Journey, and \$1.50 " "

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Hongkong, 1st February, 1904.

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First Class European, \$8.00
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First Class Chinese, 1.50
Second Class Chinese, 80
Deck, 30

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Hongkong, 9th May, 1904.

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Shipping.

Taiping, Ch. s.s., 1,374, F. Brissander, 14th May—Chinkiang 10th May, Gen.—Kwong Man Wo.

Signal, Ger. s.s., 92*, Bendixen, 14th May—Ho-hai 13th May, Gen.—J. & Co.

Onsang, Br. s.s., 1,787, J. T. Davies, 14th May—Saigon 10th May, Rice—J. M. & Co.

Graaf van Bylandt, Dut. s.s., 709, W. van Orden, 14th May—Borneo 9th May, Iron and Wood—H. C. T. Co.

Decima, Ger. s.s., 704, P. Christiansen, 14th May—Saigon 11th May, Rice and Gen.—S. W. & Co.

Sheila, B. s.s., 2,27, J. White, 15th May—Westport 15th April, via Newcastle, U.S.W. 22 d. Co.—D. & Co., Ltd.

Pronto, Norv. s.s., 838, T. Seberg, 15th May—Bangkok 7th May, Rice—E. A. T. Co.

Paklat, Ger. s.s., 1,018, H. Bandelin, 15th May—Bangkok 14th May, Gen.—B. & S.

Sungkiang, Br. s.s., 1,021, J. Robinson, 15th May—Manila 12th May, Timber and Gen.—B. & S.

Chunsang, Br. s.s., 1,418, R. Cox, 15th May—Bangkok and Koh-si-chang 8th May, Rice—J. M. & Co.

Polyneus, Fr. s.s., 2,916, Coispellier, 15th May—Shanghai 13th May, Mails a d Gen.—M. M.

Thales, Br. s.s., 824, A. J. Robson, 15th May—Swatow 13th May, Gen.—D. L. & Co.

Calchas, Br. s.s., 4,276, I. T. Hannah, 1st May—Liverpool 1st April, and Singapore 11th May, Gen.—B. & S.

Shansi, Br. s.s., 1,228, J. G. Carnaghan, 15th May—Canton 14th May, Gen.—B. & S.

Singan, B. s.s., 1,046, Jamieson, 15th May—Canton 14th May, Gen.—B. & S.

Tientsin, Br. s.s., 1,227, J. Gibbs, 15th May—Canton 14th May, Gen.—B. & S.

Whampoa, Br. s.s., 1,109, Pacu-ge, 15th May—Canton 14th May, Gen.—B. & S.

Brier Huel, Fr. s.s., 2,933, Andran, 15th May—Shanghai 11th May, Gen.—S. O. Co.

Yuensang, Br. s.s., 1,128, P. A. Rolfe, 16th May—Manila 13th May, Gen.—J. M. & Co.

Passengers departed.

Per *Rubi*, for Manila—Messrs. Quring Liet, Keng Keng, Oug Yam Co, So Poo, L. Coates, D. Coates, H. Coates, W. R. Moffit, Wong Koon Hui, Lei Hing, Chan Chin Siong, Gao Yeung Choo, Lei Cuan, Lei Kam Goo, Ong Sun Tong, Vag Sui Nom, Leong Kwong Sum, Clarence N. Willhite, Won Cang, Chan Man, Chan Awong, Jesus Tan Ach-y, M. de Icaza, and J. M. Rosado, Mrs. S. N. Cooney, Master Blanca Fontella, Miss Gracina de Icaza, Master L. Calvo, Miss R. Calvo, Mrs. C. A. Stolt, Mrs. Polina de Gusman, Miss Isabel de Gusman, L. M. L. Miller, Messrs. Wm. B. Burt, Pan Sinoh, T. D. Augleny, Hong Sam, Chas E. Linn, Edwin S. Kerr, Wm. R. Rosenkranz, Linn Cheng Long, Vy Chay, Vy Chua, Tan Siy Chiong, Vy Mo Lin, Sin Cang By, Tan Kin Man Oug Kai, Lin Chao Tan, J. M. Cacho, Ho Yao, Lok Kin, Chang Ke Kai, Bah Keng, Wong Yeung, Pum Long, Ng Toy, Cheng Jang, Chung, Wai, Wong Co, Wong Yick, Wong Sam, Wong Ying Ching, Wong Sau Li Chao, Wong Fu, Mak Se Chan Tan Siong, Dy Long, Chan Se Chong, Ly On, Lee Fong, Yung Wuo Peng, Lin Lay Lin Mac, Li Hing, Lei Noy, and Lai Pac, Mrs. W. Eddidge, V. Atirina, C. Vda. de Cacho, Messrs. Mar Sam Sing, S. T. Ah Kin, Oug Bik, Co Wa, Eustacio Palmer, F. de la Cruz, Albert Desena, F. Dosalina, F. Esperito, T. P. Norphy, Jose Amah, R. Cole, Chan Lock, C. Peters, D. B. Mitchell, Henry Horrocks, Francisco Silva, V. Taico, Cu Ti, Chas Cooke, C. B. Young, Bob Young, Charlie Hoe, and M. J. MacEwen.

Shipping Report.

Str. *Thales* from Swatow—Strong NE. wind, cloudy weather, and high sea.

Str. *Sungkiang* from Manila—Strong NE. wind, and high sea from Pratas to port.

Str. *Shet'a* from West ports—Fine weather and smooth sea generally, from Pratas Reef moderate gale and rough sea.

Str. *Catch* from Liverpool—Had fine weather from Singapore to 18° N., then fresh to strong NE. winds, and hazy to port.

Str. *Achilles* from Shanghai—Fresh NE. wind and moderate following sea to Turnabout, then moderate N.N.E. wind, and fine clear weather.

Str. *Onsang* from Saigon—Fine weather from there till within 100 miles of Hongkong, then dull and overcast with occasional showers, strong NE. wind with moderate sea to port.

Str. *Chun-sang* from Bangkok—Fine weather, and light S.W. winds to moderate S.W. monsoon as far as Paracel, in Lat 19° N. light variable breeze freshened to moderate E.N.E. gale, strong NE. swell and rough sea, hazy, till arrival in port.

Str. *Shet'a* from West ports—Fine weather from there till within 100 miles of Hongkong, then dull and overcast with occasional showers, strong NE. wind, and hazy to port.

Str. *Achilles* from Shanghai—Fresh NE. wind and moderate following sea to Turnabout, then moderate N.N.E. wind, and fine clear weather.

Str. *Onsang* from Saigon—Fine weather from there till within 100 miles of Hongkong, then dull and overcast with occasional showers, strong NE. wind with moderate sea to port.

Str. *Chun-sang* from Bangkok—Fine weather, and light S.W. winds to moderate S.W. monsoon as far as Paracel, in Lat 19° N. light variable breeze freshened to moderate E.N.E. gale, strong NE. swell and rough sea, hazy, till arrival in port.

Str. *Shet'a* from West ports—Fine weather and smooth sea generally, from Pratas Reef moderate gale and rough sea.

Str. *Catch* from Liverpool—Had fine weather from Singapore to 18° N., then fresh to strong NE. winds, and hazy to port.

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Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

TO-MORROW, the 17th May, 1904, at 1 P.M., the Company's Steamship "POLYNESIEN," Captain Le Coispellier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 16th May, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 16th May, 1904. [9]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

Straits, Ceylon, Australia, India, Aden, Egypt, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 21st May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be shipped at Colombo in a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th May, 1904. [14]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shawmut....	9,666	W. M. Smith...	May 21
Tremont....	9,666	T. W. Garlick...	June 28
Lyra....	4,417	G. V. Williams...	Aug. 4
Shawmut....	9,666	W. M. Smith...	Sept. 1
Tremont....	9,666	T. W. Garlick...	Oct. 1

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Tremont.... 9,666 T. W. Garlick... Ab. June 8
Shawmut.... 9,666 W. M. Smith... Ab. Aug. 12

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "Shawmut" and "Tremont" have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to
DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 14th May, 1904. [12]

NOTICE.

THE Public are hereby informed that no change has been made in the Rules of Subscription to the Hongkong Telegraph; and that no warrant against paying more than Tex Cents (10 cts.) per Single Copy is issued.

THE MANAGER.

Hongkong Telegraph Co. Ltd.
Hongkong, 10th September, 1903.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undesignated AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & Co.

Hongkong, 14th May, 1904. [3]

Consignees.

NOTICE TO CONSIGNEES.

THE Steamship

"SILVERLIP,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY, the 14th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 21st May, at 2.30 P.M.

All Claims must reach us before the 24th May, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undesignated.

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 14th May, 1904. [621]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"OLDENBURG,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 16th May, at 9.30 A.M.

All Claims must reach us before the 21st May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undesignated.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 10th May, 1904. [3]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th instant, at 9.30 A.M.

All Claims must reach us before the 23rd instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undesignated.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 12th May, 1904. [3]

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE Chartered H. A. L. Steamship

"THEODOR WILLE,"

Captain Krütsfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undesignated and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3.30 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office

Hongkong, 11th May, 1904. [607]

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERV.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$25	\$10,000,000 \$6,507,000 \$150,000 \$175,533 \$191,973	\$1,417,306	Div. of 1/10/- and bonus of 10/- exchange 1/8/- \$22,004 for half-year ending 31.12.1903.	61%	\$665 ss. & b.
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,415 \$906,875 \$920,020 \$151,972 \$331,342	\$1,059,926	\$32 for 1902.	58%	London 65/- \$10 buyers
China Trade's Insurance Company, Limited	24,000	\$83.33	\$25	\$1,750,000 \$569,143 \$784,415 \$906,875	Nil.	\$4 for year ended 31.12.1903.	61%	\$63
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,750,000 \$569,143 \$784,415 \$906,875	Tls. 27,150	Final of 1/- making \$2 for 1902.
Yangtze Insurance Association, Limited	1,000	\$100	\$60	\$1,750,000 \$569,143 \$784,415 \$906,875	\$86,204	\$12 for 1902.	91%	\$125 buyers
Canton Insurance Office, Limited	10,000	\$250	\$52	\$1,750,000 \$569,143 \$784,415<br				